

HEAR US SING!

Pinafore
Wednes-
day and
Thurs'dy
Nights
Sept.
9 and 10

Reserved
Seats at
Stansfield's
25c



F. L. ROBBINS
"Ralph Rackstraw"
IN PINAFORE



Miss Ona May Miller
"Little Buttercup"
IN PINAFORE



E. P. CHAPMAN
The "King"
IN QUEEN ESTHER

Queen
Esther
Sep-
tember
11th

Reserved
Seats at
Stansfield's
25c

A BIGABOO STORY

Woman Tells Police a Hair
Raising Tale of Trouble.

Negroes Held a Knife at Her
Throat.

FOUR MEN ARRESTED.

Officers Inclined to Take
Charges With Grain of Salt.

Father Tells of Struggle With
Inebriate Son.

According to the story told to the police by Mrs. Bishop, a white woman, living at 320 Saywell street, on the North side, she had a narrow escape from death and her property from devastation last night at the hands of Lewis Reifford, Roy Watson and Quinton Level, three negroes. It was as exciting as the late Springfield race war, with the negroes in the ascendancy this time.

Mrs. Bishop declared that these three negroes came to her house while drunk and raised a terrific disturbance, throwing rocks at the house and shouting and cursing. She went out doors to ascertain what all the trouble was about and these obstreperous darkies, so she declares, threatened her life and even went so far as to handle her roughly, and one of them placed a knife blade on her throat while another poised a rock over her head. She had them arrested on an assault and battery charge, any way, and they are in jail awaiting trial this evening. The police think the story too exciting and lurid to be true in all its details, but besides Mrs. Bishop, like Joan of Arc, has had visions of this kind before, where her life was in peril at the hands of the roughs in her neighborhood, and the facts did not come up to her descriptions of the trouble.

"Judge, may I have Tom in your court this morning, and did you fine him?" asked S. Magill, a Santa Fe machinist, of Judge Urmey today. Upon being informed that these Magill had been fined \$3 on a plain drunk charge, the father said: "Well, he will have to work it out this time. I will not borrow the money to get him out of any more scrapes. Judge, I cannot understand why that boy has turned out this way. He is 30 years old and I have taught him the ways of a machinist, yet he is only a burden instead of a help to me. For nearly fifty years I have been a hard worker, and I have raised a boy who has been a help to me. I have fashioned steel into every conceivable shape, but I cannot change my boy's character. It is harder than any steel I ever struck with a hammer. I was never arrested in my life nor had any trouble with anybody. But I have to come here to police court in old age to look for my son. He won't work and he will run with bad company. He is a lazy, idle, and he sticks to the drink. I cannot do him any good nor can anybody or anything help him. I guess I'll better let him work it out, hadn't I?"

"A good dose of pick and shovel or hammer and rock pile is what that boy needs worse than anything else," replied Judge Urmey, who has judged humanity on the morning after the night before, for many years and found it wanting. "The whisky has will kick the beam of the scales every time against the best of them," thoughtfully continued the judge, "and I would let the boy alone until he gets tired of the hard knocks received at the hands of his friend John Barleycorn."

Three subjects of President Diaz, namely, Vincenzo Vetere, Angelo Francavilla and Parmento Cavelloni, who had been arrested on charge of stealing a horse from a stock car in the Rock Island yards and butchering the animal, were released from the city prison on recommendation of the yardmaster. The three Mexicans are employed as laborers by the Rock Island railway.

OUT WITH BAD BRICK.

City Engineer Condemns Sixty Thou-
sand for Contractors.

Sixty thousand brick intended for the paving of Garfield avenue between Fifteenth street and Williams avenue, about two blocks, will be condemned by paving inspectors under the direction of John Rogers, city engineer. The brick have already been delivered on the ground and were intended for the top course and under the specifications of the city should be first class brick.

Instead, they are either improperly burned or mixed and as a result show a decided stratification and faulty vitrification and if permitted to be used in the paving would soon chip off and wear away, shortening that within a few years the pavement surface would be decidedly corrugated.

The brick to be condemned amount to about one-third of the total number delivered.

This makes the third condemnation in large lots of paving brick delivered for work done this year and a total of close to 125,000 brick. The other brick which were rejected numbered 15,000 intended for North Jackson street and about 50,000 on Lane street and Monroe street, the first between Sixth and Eighth avenues and the last named between Tenth and Twelfth.

Both brick manufacturing companies suffered. The Rodgers brick company furnished the brick in North Topeka and the Capital City Vitrified Brick and Paving company furnished the other lots.

Both companies objected vigorously to the ruling of the paving inspectors who were acting under authorization of the city engineer. A representative of the Capital City company made complaint of the city engineer to Mayor Wm. Green, but the latter refused to rule the action of the city engineer.

"They have been in the habit in the past of furnishing this sort of brick and getting away with it," said Mr. Rogers. "Inspection was not rigid and brick that should never have been laid was permitted to be used. In other instances brick that was rejected as unfit was moved and stacked on another street where it was accepted by the inspector in charge on the other end of the work, so that the brick companies slipped by the inspection that way. That's the trouble with more work than it should and it applies to several other streets, brick paved."

"The paving companies do not seem to understand that we are in earnest about insisting on the very best for first class brick. I think that they will understand soon however, for we are beginning to realize the results already on some of the streets such as Harrison between Huntington and Seventeenth and Williams between Clay and Buchanan streets." Some of

STATEMENT

of the condition of the

Shawnee Building and Loan Association

115 West Sixth Avenue
at the close of business June 30th, 1908

RESOURCES

Loans on Real Estate	\$553,092.20
Loans on Shares	40,680.70
Real Estate Owned	413.97
Real Estate Sold (bal. due)	2,215.57
Furniture and Fixtures	1,243.72
Taxes and Insurance Advanced	1,273.84
Cash on Hand	48,126.92
Sundry Accounts	1,361.92
	\$648,408.84

LIABILITIES

Due Members	\$614,053.39
Due Borrowers	21,253.62
Cancelled Shares	238.82
Contingent Fund	12,848.21
Sundry Accounts	19.80
	\$648,408.84

The above statement is correct.

M. SNATTINGER, President.
W. H. EASTMAN, Secretary.

This Association has helped hundreds of Topeka people to own their homes and can help you. Call at our office for Booklet.

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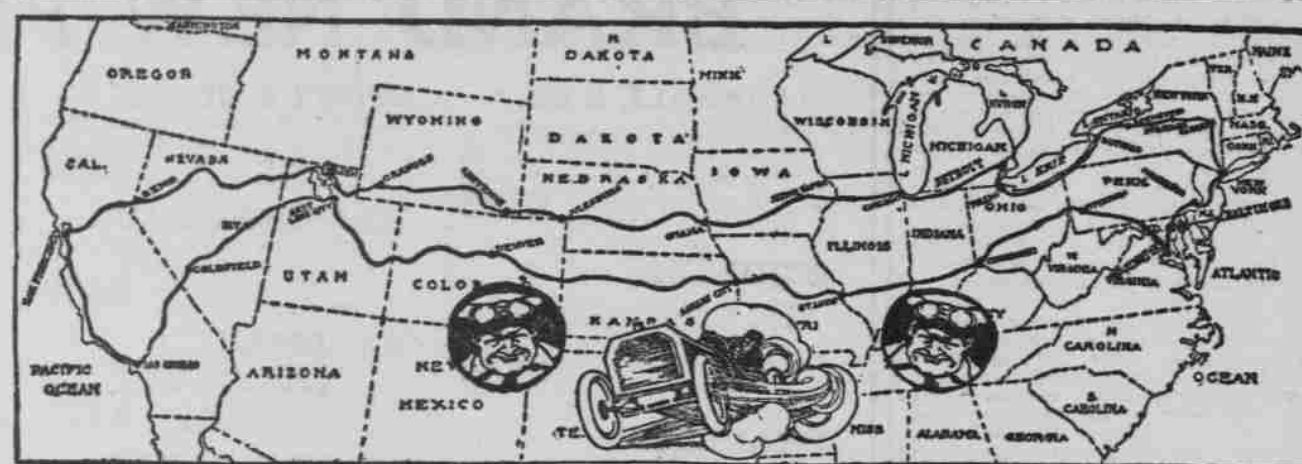
MINERS COURTING DEATH.

Twenty of Them Put Their Lives in Jeopardy Daily in Colorado.

Denver, Sept. 4.—At a mining camp two miles from Georgetown in Colorado, 20 miners daily take their lives in their hands and defy fate in their efforts to tap one of Colorado's most famous mines.

Phillips shaft is one of the mines that made Colorado famous, and its wealth has only partially been exhausted, for with the recent filling up of the shaft with a head of water all attempts to mine it were abandoned. The present owners have conceived a daring project, which will tap the shaft at the bottom and release the water.

In order to do this it is necessary to daily endanger the lives of 20 of Colorado's "strong hearts." These miners are hourly in danger of death by drowning should the miscalculation by an inch precipitate this downfall before they can make their exit. The plan for tapping the shaft calls for the running of a second shaft up to the first, and in order to accomplish this many months' work is required and the excavation of thousands of tons of rock. The original plan was to run a shaft directly into the mountain 4,000 feet, then 1,600 feet west, which would bring it under the Phillips shaft, and then run a perpendicular shaft 300 feet directly up to the water. But that height having been attained the miners found they had worked too far west and retraced their steps 30 feet. This



Map Showing the Proposed Endurance Run From New York to San Francisco and Return, Which Is Proposed for July 4, 1909.

is where they are today, just beyond them lies the water-filled tunnel. And perhaps death.

No greater heroism was ever manifested than is being shown by these 20 miners and their families, who realize perfectly the chance they are taking. A chance as great as Hobson's heroic sinking of the Merrimac, which made him the hero of the nation. Should they succeed, these miners will receive the thanks and some extra pay for their work from the company, which will itself add thousands of dollars to its bank account. Should they fail 20 homes will be bereaved.

AN AUTO ENDURANCE RACE.

Nine Cars of High Class Have Already Entered the Contest.

New York, Sept. 5.—It is a little early to talk of the 1909 automobile races. There is one being planned, however, which will undoubtedly be the biggest event of the next season. It is to be an endurance run across the continent and return. This comes at the request of several automobile manufacturers and will be started from New York July 4, 1909. Nine cars have already been formally entered for the competition, representing four American and four foreign makes. The American cars are the Thomas, the Locomobile, the Chrysler, the Maxwell and the Renault, the Isotta, the Zunt.

It is confidently expected that there will be at least three more foreign contestants and six more American. It was in order to enable these additional cars to compete that it was agreed to hold the contest in the summer of 1909 instead of this fall. Steps are already being taken to lay out the course for the competition. Cars have been started over the road to determine the best available route and arrange for all the details of the contest.

Competition is undertaken in behalf of the manufacturers who desire a contest which shall thoroughly test their cars over all sorts of American roads and prove their stability. It is stated that the races for especially designed high speed cars such as the Vanderbilt and the Grand Prize are well enough in their way, but there are many automobilists who are unconvinced as to what they determine. The stock car races under some conditions are subject to the same general objections. This test is the outgrowth of contests similar to the Glidden tour and is to fill the demand for a more rigid test. It is claimed that the Glidden tour is not severe enough to thoroughly test the modern automobile. It is provided that the contest shall be held between stock chassis fitted with special bodies designed to carry four men and extra supplies. The cars should carry a crew of only two men, the driver and the mechanic. These men will be required to do all the work of repair and replacement on the route and will not be permitted to accept outside help of any kind. In addition to the crew each car will carry an executive committee of all the competitors and a reporter. The cars will only run an hour before sunrise and an hour after sunset each day and all repairs and replacements must be made within these hours. The cars will be garaged under seal each night and property protected against infringement of these rules. This will insure a definite record of all the repairs that are necessary along the route and will inflict a natural time penalty for any necessary replacements.

The route of the contest has been laid out to pass through the principal cities of the country, following the great lakes and the northern route across the continent on the western trip and the southern route on the return to New York. It passes through Albany, Syracuse, Rochester, Cleveland, Toledo, Chicago, Cedar Rapids, Omaha, Ogden, Salt Lake City, Reno, Los Angeles, San Francisco, San Diego, San Jose, San Francisco, Reno, Salt Lake City, Denver, Kansas City, St. Louis, Cincinnati, Pittsburgh, Philadelphia and back to New York. This is subject to some changes which may occur to the men who are now engaged in laying out the course.

All of these details of the contest are in the hands of a general committee consisting of one representative of each contestant, while the management of the competition will be in the hands of an executive committee of prominent automobilists. In this way it is expected that the competition can be conducted on a sound basis throughout and the strictest enforcement of rules secured.

Standing Bear Is Dead.

Norfolk, Neb., Sept. 5.—Standing Bear, a famous Ponca Indian chief, is dead at Norfolk. He was once exiled to Boston and other eastern cities by Thomas Tibbles, former Populist vice presidential candidate, as a martyr to government persecution. Tibbles dressed Standing Bear in silk hat and corresponding attire.

SPILLED THE MILK.

Strikers Also Maimed the Horse and Beat the Driver.

New York, Sept. 5.—Badly slashing a valuable horse belonging to the Sheffield Farms Dairy company after cutting the harness to pieces and spilling the milk in the gutter in West Ninety-seventh street today, striking teamsters of the company gave the deliveryman in charge of the wagon a severe beating when he went to the defense of the animal. In other sections of the city many other wagons were captured during the early hours and hundreds of gallons of milk were upset into the street. One driver received such harsh treatment that he had to be taken to a hospital.

The strike was caused by the refusal of the Sheffield company to deliver milk to the Teamsters' union, but the deliverymen were satisfied with their conditions and refused to go out.

ORDER CAME TOO LATE.

Two Engineers and Two Firemen Killed in a Wreck.

Missoula, Mont., Sept. 5.—As a result of a head-on collision between a westbound passenger train No. 5 on the Northern Pacific and a freight train near Paradise, 70 miles west of here, this morning, both engineers and both firemen are dead and Head Brakeman Dixon of the freight train and one tramp are seriously injured. The passenger train was running about 30 miles an hour, when the accident happened. The collision is said to have been caused by the failure of Operator Mitchell at Paradise to deliver an order to the passenger train, he having received the order after the train had passed the station.

OTIS BENTON IS BACK.

Left His Son Gerald at the Pasteur Institute.

Gerald Benton, the State Journal carrier who was bitten by a mad dog a few days ago, is now in the Pasteur institute at Chicago and the doctors in charge of that institution state that they consider that the young man will get along all right, and suffer no serious consequences from the bite.

Otis L. Benton of Oberlin, the father of Gerald Benton, returned from Chicago today, leaving his son there to take the treatment for two weeks. A subscription paper is being circulated by some of the friends of the 12-year-old girl, Fay Ogden, who was bitten by the same dog that bit Gerald Benton, to send her too to the Pasteur institute. Fay Ogden's parents are poor and can not raise the \$100 necessary for the treatment.

Some Soft Water Facts

No Yellow Stains

Raw hard water unfiltered and not purified, contains a great deal of what is termed "iron." When clothes are washed in this water, the iron settles in them and causes them to turn yellow.

Sometimes the iron is so strong as to stain the clothes and make spots similar to iron rust stains.

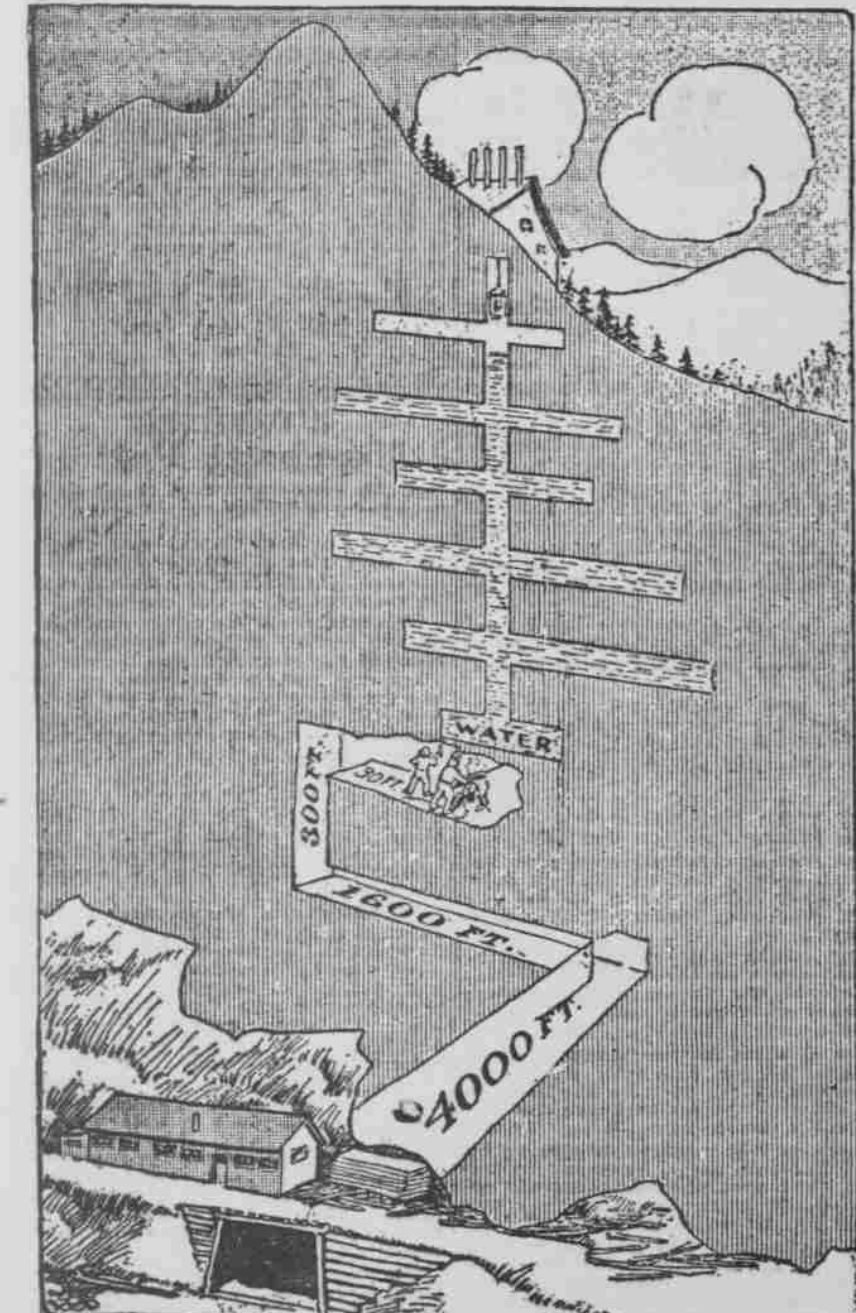
Our water Softening and Purifying System removes all the iron and other minerals from the water and absolutely prevents any such damage to your clothing.

A few weeks trial will prove to you the difference that washing clothes in "Soft Water" makes.

Not How Quick, But How Good!

THE MUTUAL

Topeka's "Soft Water" Laundry



Cross Section of Mountain Showing Extremely Dangerous Position of Miners Who Chance Death for Wealth.

WOMAN'S NIGHTMARE

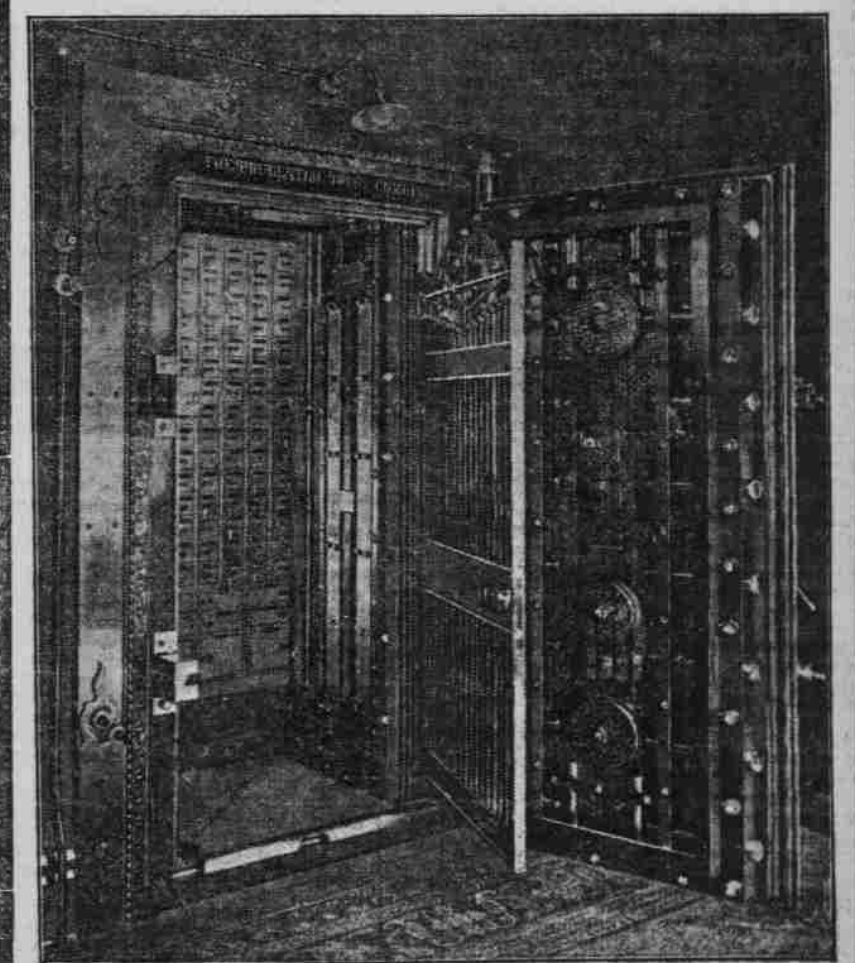
No woman can be happy without children; it is her nature to love them as much so as it is the beautiful and pure. The ordeal through which the expectant mother must pass is so full of dread that the thought fills her with apprehension. There is no necessity for the reproduction of life to be either very painful or dangerous. The use of Mother's Friend prepares the system for the coming event, and it is passed without any danger. This remedy is applied externally, and has carried thousands of women through the crisis with but little suffering.

Book containing information of value to all expectant mothers mailed free.
BRADFIELD REGULATOR CO.
Atlanta, Ga.

MOTHER'S FRIEND

THIS IS THE CHROME STEEL VAULT

Absolutely Burglar Proof, Installed for Your Protection
PRIVATE BOXES ONLY \$3 PER ANNUM



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A WOMAN'S APPEAL
To all known sufferers of rheumatism, whether muscular or of the joints, sciatica, lumbago, backache, pains in the kidneys or neuralgia pains, to write to her for a home treatment which has repeatedly cured all of these troubles. She feels it her duty to send it to all sufferers. You cure yourself at home as thousands will testify—no change of climate being necessary. This simple discovery banishes uric acid from the blood, loosens the stiffened joints, purifies the blood, and brightens the eyes, giving elasticity and tone to the whole system. If the above interests you, for proof address Mrs. M. Summers, Box R, South Bend, Ind.

Dr. J. Albert Berry
Specialty: Diseases of the ear, nose, throat, stomach and intestines. Has moved his office from 725 to 734 Kansas ave., over the Cremier restaurant.

Many who formerly smoked 10 Cigars now smoke
LEWIS' SINGLE BINDER
STRAIGHT 5 CIGAR